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RUBBER INDUSTRY IN THE THREE- AND SIX-YEAR PLANS

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Before the outbreak of World War II, there were 20 rather large factories employing over 15,000 workers. The total yearly production of rubber articles amounted to almost 14,000 tons, of which nearly 60 percent was tires and foot-wear.

In 1945, the rubber industry in Poland was seriously devastated. It was in June 1945 that the Association of the Rubber Industry, with its main office in Lodz, was created to manage the following 14 enterprises: "Stomil" in Pernan; "Gentleman" Anglo-Polish Rubber Industry in Lodz; "Pe-Pe-Ge" Polish Rubber Industry in Grudziadz; F. W. Schweikert Rubber Products Factory; Warsaw Ryska "Rygawar" Rubber Products Factory in Warsaw; "Wolbrom" Rubber Products Factory in Wolbrom; "Kauczuk" Rubber Products Factory in Bydgoszcz; "Piastow" Rubber Enterprises in Piastow near Warsaw; Krakow Rubber Enterprises, formerly "Semperit", Krakow; Dolny Slask State Rubber Enterprises, Podgorzyn near Jelenia Gora; Rubber Products Factory and Vulcanizing Enterprise, formerly R. Bendel, Lodz; "Magna" Rubber Products Factory, Krakow; "Lignoza" Enterprises and "Pustkow" Factory, Debica; and A. Rychter Rubber Products Factory, Lodz. The production capacity of these factories in 1945 was very low, averaging about 30 percent of prewar capacity. This was the result of war damage, dismantling of the better and more modern machinery by the Germans for shipment to Germany, lack of raw materials, and the lack of experienced personnel.

The initial lack of natural and synthetic rubber was offset by imports from the Soviet Union and UNRRA until normal trade relations were again resumed with countries exporting crude rubber. Experience gained during 1945 and 1946 served as a base for working out the first production plan - the Three-Year Economic Reconstruction Plan. The plan called for 54 percent of prewar production in 1947, 108 in 1948, and 133 in 1949.

In spite of great difficulties, 1947 production was 130 percent of plan. The 1948 production, as of 31 November, was 97 percent of plan.

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The long-range plan (1950-1955) was worked out to satisfy the needs of other industries and to supply the public with products of everyday use. The requirements of the transportation industry were the first to be considered.

Tying in with the construction of automobile factories and the marked increase in the number of other types of motor vehicles, production of tires and tubes was increased. In addition to the "Stomil" Factory in Poznan, a factory in Debica will start production on tires and tubes in 1950, and in 1955 a new tire and tube factory will be built in Plock.

The following figures show the planned development of the tire and tube industry, a branch of the rubber industry, under the Six-Year Plan:

	1950	1951	1952	1953	1954	1955
	(in %)					
Passenger car tires	100	100	117	167	200	200
Truck and tractor tires	100	106	123	148	200	320
Motorcycle tires	100	100	100	100	100	100
Bicycle tires	100	100	120	120	122	122
Automobile, tractor, motorcycle, and bicycle tubes	100	103	120	136	160	200
Total	100	103	120	140	166	230

The 1947, 1948, and 1949 planned production figures for all types of tires and tubes, expressed as percentages of the 1950 production, are as follows: 40 percent in 1947, 67 in 1948, and 83 in 1949.

The production of all types of tires and tubes, expressed as a percentage of the entire rubber production, is as follows: 34 percent in 1950, 33 in 1951, 35 in 1952, 34 in 1953 and 1954, and 42 in 1955.

The opening of a new tire and tube factory in Plock in 1955 will be responsible for the increase in 1955. This compares with 60 percent, which is characteristic of a country with a highly developed automobile and transportation industry. It is a most pleasing to note that the 1955 production plan for tires and tubes will amount to nearly 300 percent of the 1949 production plan.

Listed below are figures showing the development in production of other rubber products in the Six-Year Plan:

	1950	1951	1952	1953	1954	1955
	(in %)					
Belts and conveyors	100	100	104	113	114	114
Rubber footwear	100	106	116	126	134	141
Rubberized fabrics and clothing	100	190	285	400	500	528
Sole rubber	100	105	110	115	120	125
Technical articles	100	124	154	167	172	173
Total production of the rubber industry	100	107	120	144	166	204

Production in 1955, shown as the percentage increase over 1949 is as follows:

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Belts and conveyers	23
Rubber footwear	42
Rubberized fabrics and clothing	633
Sole rubber	35
Technical articles	123
Total production of rubber industry	140

During 1955, the increase over prewar production will be more than 180 percent. In 1955 the production will be almost three times as much as in 1937.

A plan for industrial investments has been worked out in accordance with the Six-Year production plan. The total sum planned for this purpose amounts to 15 billion zlotys. The most important credits, amounting to 9,525,000,000 zlotys, are assigned for: construction of a new technical products factory; construction of a new tire factory with a production capacity of 10,000 tons per year; construction of a new factory for the reclamation of rubber, with a production capacity of 6,000 tons per year; expansion of the tire factory in Debica; expansion of the "Ceraty" Factory in Kamienky, and expansion of the technical products factory in Piastow.

For the purchase of new machinery and equipment, 3,840 million zlotys have been assigned; over 370 million zlotys for social buildings and furnishings; and over 140 million zlotys for the construction of boarding-schools and other schools. The greater part of the credits, however, will be used for modernizing the rubber industry, that is, for the purchase of new machinery and equipment to replace worn-out machinery, and for the construction of new factories. Such a distribution of investment funds is necessary so that the industry may be rebuilt in the shortest time possible and Poland can take its place with such countries as Czechoslovakia, which has a modern rubber industry, one of the largest in Europe.

The investments are tied in with another factor which has a marked influence on the modernization of the rubber industry, the planned specialization of the factories.

In line with the increase in production there must be an increase in man-power, skilled workers, artisans, experts, etc. For this purpose training in trade schools has been provided for in the Six-Year Plan.

At the beginning of the school year 1948/49, two new schools were opened: College of the Rubber Industry, Lodz; and Industrial School of the Polish "Pe-Pe-Ge" Rubber Industry, Grudziadz. In addition to these schools, there is an Industrial High School with 161 students and an Industrial School with 84 students at the "Stomil" Factory, Pionan; an Industrial High School and College with 187 students at the "Gentleman" Factory, Lodz; an Industrial High School with 118 students at the "Piastow" factory, Piastow; an Industrial School and an Industrial High School with 154 students at the "Pe-Pe-Ge" factory at Grudziadz; and an Industrial High School with 133 students at Wolbrom. The total is five high schools, two industrial schools, and one college. The total student attendance at these industrial schools was 837. For purposes of comparison, the total number of students in schools sponsored by the rubber industry was 301 for the school year 1947/48. Students number 8.7 percent of the total employed by the rubber industry.

One of the great drawbacks in the development of proper training is the lack of adequate buildings. However, the Six-Year Plan for investments will remedy this fault.

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The distribution per thousand employed as of 1 August 1946 is as follows:

Unskilled workers	878.2
Artisans	90.0
Technicians	13.0
Master craftsmen	12.0
Engineers	6.8

The great lack of engineers is plainly shown by the above figures.

The government, appreciating the importance of the rubber industry, earmarked 15 billion zlotys in the Six-Year Plan for investment purposes for this industry. It is very likely that the sum will be increased.

In order that the production plan may be fulfilled, the tempo in training workers must be increased. The Six-Year Plan provides for the following number of students for trade school training:

	49/50	50/51	51/52	52/53	53/54	54/55
Colleges	80	150	150	150	150	150
High schools	955	1105	1080	1130	1210	1280
Industrial schools	125	130	105	105	105	105
Total	1160	1385	1335	1385	1465	1535

The industry will receive nearly 1,500 newly trained workers each year.

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